

The name Algebra 1000 was chosen because the wing area is just over 1000sq ins. Many people think this is the ideal size for a thermal soaring glider, being just that bit bigger and certainly more efficient than the average 100" soarer but not so big as to be difficult to transport or cumbersome on the flying field when the conditions are gusty. It has been aimed at (for the want of a better word) the average club flyer, that is someone who is already flying a glider who is looking for an advanced design which is capable of a competitive performance but not at the expense of being touchy to fly. Pilots who have flown it agree it has some of the best handling qualities of any soarer they have ever flown. It is particularly good in light wind/light lift situations when it will climb away on the weakest of thermals which other models will drop out of (in fact it is a very competitive light weather contest machine). However this does not mean it can only be flown in the calm. The wings have built-in ballast tubes which can take up to 40ozs (1.13kg) of ballast weight, this will increase the wing loading to approx 14 ozs ft<sup>2</sup> (43gm/dm<sup>2</sup>). This together with the Selig S3021 wing section give it excellent penetration and when flown by an experienced pilot will be capable of handling winds of 18mph when thermal soaring or 20mph or more when slope soaring. Controls are for Rudder Elevator and Airbrakes. There is enough room within the fuselage for three standard size servos together with a 500mah battery and receiver. The rudder is operated by a closed loop cable system very positive very light, the all-moving elevator is operated by a sturdy obechi pushrod and the airbrakes by nylon pull cables, details of airbrakes are shown on the plan, but the parts are not supplied. It is well suited for the international competition class F3J.

There are two types of fuselage available, one being made from glassfibre, the other ply/balsa. The glassfibre version is exactly the same as used on the Algebra 2.5M/3M. This being made from a combination of cloth and matt made to a high standard with an excellent finish and very strong. The ply/balsa version is based on a rolled ply main body with a balsa top and nose which is reinforced with fibreglass. Strong, light and extremely easy to assemble. The rudder and elevator is of balsa sheet that just require sanding to section. The wings are the built-up type with die cut ribs hard wood main spars top and bottom with vertical grain shear webbs between built round a 24" (610mm) long  $\frac{1}{2}$ " dia aluminium ballast tube in each wing. There are 10 ply root ribs to take the brass tubes for spring steel wing retaining rods. The wing is both strong and light. Although the airbrakes are not included in the kit, full size details are shown of how to make a very simple but affective brake. There are also details of the brake servo adjuster and cable equiliser which ensures both brakes open the same. The plan has details of each operation there is also a booklet with detailed drawings to explain assembly. Anyone with average experience should have no problems putting this kit together. The prototype was covered in Solarfilm both wings and fuselage, some people may prefer to paint the fuselage, being mainly ply it lones itself to this very well. The kit contains all links pushrods, closed loop, hinges ballast tubes etc a very complete kit, all that is required to complete the model is glue and finishing material, plus of course your R/C system.

Available from your Model Shop or direct from our works.

Spare parts are available such as wing and fuselage kits.

